

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,306 號陸零百叁千叁萬壹第 日玖初月玖年六十二緒光 HONGKONG, WEDNESDAY, OCTOBER 31st, 1900. 叁拜禮 號壹十叁月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

CHAMPAGNE.

BOLL & CO. 1892 EXTRA SEC.

JACQUESSON FILS

BRUT NATUREL 1893.
DRY MARQUETTE 1893.
Sample bottles may be obtained.

SOLE AGENTS—

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY. [1632]

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897. [43]

CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY

Blend
of Selected
Distillations of the
Finest Scotch Whiskies.

Apply to
SIEMSEN & CO. Hongkong. [42]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
8.45 p.m. to 11.15 p.m. every half hour.

SATURDAY.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
11.00 a.m. to 1.00 p.m. Every quarter of an hour
1.00 p.m. to 2 p.m. Every quarter of an hour
2.45 p.m. to 5 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
8.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, 22 & 24, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899. [2502]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIBBY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [2502a]

RUINAERT PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WISSENER & CO.
Sole Agents.
Hongkong, 17th May 1896. [1521]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$3.00 per Cask of 37½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900. [1636a]

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.
EASTMAN KODAK'S FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG. [390a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [41a]

C. P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavor.

See analysis and certificate by Professor Cassall.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS.

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL
Entrance: ICE HOUSE STREET (Now Victoria Hotel). [39a]

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG. [112a]

AQUARIUS.

A SPARKLING MINERAL TABLE WATER.

MADE FROM PURE TREBLE DISTILLED WATER, ENTIRELY

FREE FROM ANY INJURIOUS MINERALS OR ORGANIC

MATTER, AND MIXES FREELY WITH WINES OR SPIRITS

WITHOUT IN ANY WAY ALTERING THE FLAVOUR OR

CHARACTER.

CALDBECK, MACGREGOR & Co.,
GENERAL MANAGERS. [34a]

COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT)

WINTER SEASON.

LATEST LONDON FASHIONS.

NEWEST & BEST MATERIALS.

DRESS SUITS from \$65.
TWEED LOUNGE SUITS from \$35.
NORFOLK JACKET SUITS from \$35.
SCOTCH TWEED SUITS for Travelling from \$50.

LANE, CRAWFORD & CO.

THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE
TO INTRODUCE
RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE
FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO. LD.

KELLY & WALSH, LD.

BOOKS BY LAST MAIL.

Malay Sketches, by Sir A. S. S. Swettenham \$1.50
The Shield of His Honour, by R. H. 1.50
Savage ... 1.50
The Fourth Generation, by Sir W. 1.50
The Isle of Unrest, by H. S. Merriam 1.50
Our Lady of Darkness, by Bernard Capes 1.50
The Man that Corrupted Hadleyburgh, 3.50
by Mark Twain ... 3.50
The Attache at Peking, by A. B. Free- 3.50
man-Mitford, C.B. ... 3.50
The Settlement after the War in South 6.50
Africa, by M. J. Farrelly ... 3.00
China of To-day, complete vol. 5.00
Black Heart and White Heart, by H. 5.00
Rider Haggard ... 5.00
Boys Own Annual ... 5.00
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China's Open Door, by Rouseville 3.50
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How England Saved Europe. The Story 6.00
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H. Fitchett, B.A., 4 vols. ... 1.50
My Diocese During the War, by Right 1.50
Rev. A. H. Baynes, D.D., Illustrated ... 1.50
THE MASTER CHRISTIAN, by 1.50
MARIE CORELLI ... 1.50

Mail of Nov. 14th due in London Dec. 12th.
" " 19th " " 19th.
" " 24th " " 23rd. [30a]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers [38a]

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAUBICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers [37a]

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

12, QUEEN'S ROAD.
NOTICE.

HONGKONG JOCKEY CLUB.

OWING to the source of supply of China
BUNKER COAL.
For terms, &c., apply to
LAPRAIK, CASS & CO.
Amoy, 10th October, 1900. [268a]

HOTELS

WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town
will bring Visitors to above, which over-
looks Happy Valley, and commands a magni-
ficent view of the surrounding Hills and Race
Course. Unequalled situation, in a quiet and
healthy locality. Can be overlooked from the
Bowen Road, from which Visitors may either
walk down or ride by chair. Tennis, Croquet,
&c. [2623]

SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en
suite. Every Room with Private Bathroom
attached. Cuisine under two French Chefs.
CURRIER A SPECIALITY
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIS BROTHERS,
Proprietors. [2219]
Hongkong, 16th August, 1900.

FOR SALE.
NEW LEE ENFIELD 303 MATCH
RIFLE COMPLETE.
ELEY'S SPORTING CARTRIDGES.
EVERY KIND OF SPORTING RE-
QUISITE.
Wm. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 22nd September, 1900. [1213]

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.

Cuisine of the best.
Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor

CHARGES MODERATE. [44]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG
A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate. A. FONSECA,
Manager. [46]
Hongkong, 1st December, 1899.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deligh-
tful Garden. It is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.

Bowling Alleys and Billiards.
The Cuisine is Excellent. J. H. DOWNS,
Proprietor. [2378]
Hongkong, 8th September, 1900.

HING KEE HOTEL.

(ESTABLISHED 1873)
MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor. [1919]
Telegraphic address "HINGKEE"

VICTORIA HOTEL.

SHAMBERN-CANTON.

THIS FIRST CLASS HOTEL, having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent Cuisine and best Wines.
The Hotel's Boat boards all Steamers on
their arrival and departure.
Telegraphic address "Victoria, Canton."
A. B. C. and Al Codes used.
MADAR & FARMER, T. F. DA CRUZ,
Proprietors. [2219]
Hongkong, 16th November, 1899.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD., CENTRAL, 1st FLOOR.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS, our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &
SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS & CO.,

OF LONDON, OPORTO & XEBES.

the name of which firm is the

HALL-MARK and GUARANTEE of
EXCELLENCE.

Sample bottles may be obtained.

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY.

BIRTHS.

At Raogoon, on the 23rd October, 1900, the wife of ARTHUR GATSKILL, of a son.
At 5, Canton Road, Shanghai, on the 23rd October, 1900, the wife of T. WEDDERBURN OSMY, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 31st, 1900.

As will be seen from the information published in another column, it is now anticipated that the rebellion in Kwangtung is not far from collapse, largely owing to the fact that arms and ammunition are running short and that the stringent prohibition of importation prevents the collection of a fresh supply. Were it not for the fact that the news comes from a source which commands respect we might not be inclined to treat it differently from the many contradictory reports which have come in during the last few weeks about events in the Two Kwang provinces. The spirit in which we receive the tidings of the rebel failure must depend to a great extent on the use which the Chinese Imperial forces make of their victory. While it is not to be denied that the state of affairs in the neighbourhood of our own Kowloon territory has recently been intolerable and that the continuance of such a state might lead to serious complications, it cannot be said that we can look with complacency on a complete success of the Government troops if it is to be followed by an extermination of the adherents of the rebel cause. Both sides during the struggle have accused their opponents of brutality, robbery, and murder, and the truth of the charges is hard to sift. But one thing seems certain that the rebels—"reformers," they style themselves—have shown a remarkable respect for missionaries and for westerners generally, and no complaint has been heard that they have done any damage to the persons or property of foreigners. It cannot be claimed that the hands of the Manchus, and other officials are all equally pure. The Canton authorities, it is true, have faithfully kept their pledges to the outer world, but the minor officials have undoubtedly in some instances

connived at anti-Christian attacks. Indeed it would be impossible to withhold sympathy from the rebel cause, were it not that the fact that the villagers have been so often found fighting on the Imperialist side makes us disinclined to believe all that is claimed by the rebels for their good conduct. If what they claim is true, why do the country people not welcome them instead of fighting against them? Such action is certainly not inspired by love of the Manchus.

If it turns out to be beyond doubt that the rebel cause is doomed to fail, we shall have one duty very clearly before us and that is to use our influence to prevent a repetition on a smaller scale of the atrocities perpetrated on the Taipings. It must be remembered that in the rebel ranks are some at least of the party which will one day reform China. Mixed up with very unfortunate associates, no doubt, there are still men whose ideas encourage us to hope that there is still a future for the Empire. They have chosen a bad time for their protest against the corruption of official China and a still worse method. But the propaganda of the leaders is sound and in justice we cannot calmly submit to see them wiped out. Rebels in arms against the authority of a "friendly" nation they may be, but if they can prove their sincerity, they can appeal to the court of the civilized world for justice. If we submit to their extermination and then look to the re-imposition on the necks of the suffering Chinese people of the dynasty so long ago weighed in the balance and found wanting, we shall have a heavy crime to answer for. This we have done once before, when Western civilisation lent its aid to crush, or rather blot out, the Taipings and give a fresh lease of misrule to the Manchu. The results we now see clearly before us. Do we need to go through the educational process over again?

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

The hockey match yesterday between the Hongkong Hockey Club and the officers of the Royal Artillery ended in a victory for the Club by three goals to one.

Apart from the one fatal plague case (which occurred in the Harbour) last week, there were reported two cases of diphtheria and two cases of enteric fever in the City of Victoria, both the enteric cases proving fatal.

The Kobe Chronicle learns with regret that news reached Kobe on the 15th inst. of the death of Mr. Carl Bruhn, of Messrs. Dick, Bruhn & Co., which took place in Germany, where Mr. Bruhn was on a visit with his wife, after an absence from home of twenty-six years. His death appears to have been very sudden, and was due to disease of the heart.

There were in port at Weihaiwei on the 22nd inst. the *Centurion*, leaving shortly for Nagasaki, *Terrible*, *Arctura*, *Plover*, *Pigmy*, *Albatross*, since gone to Shanghai with Admiral Seymour, *Whiting*, going with the *Albatross*, and *Fame*, going back to Taku; also the Chinese cruiser *Huayung*, with Admiral Yeh and a British guard on board, and several transports.

A contemporary states that a French engineer in the service of the Lu-Han Railway of China, who is now in Japan, has made a contract with the Mitsui Bussan Kaisha for the supply of 50,000 sleepers. Through the medium of Messrs. Isaac and Bros., another contract has been made between the French engineer and a merchant of Saito for 100,000 sleepers, which the Japanese merchant owns at Otaru.

Japanese are great at statistics. Lieutenant-General Yamaguchi, the Commander of the Japanese troops in North China, has now reported on the ammunition expended by the Japanese troops in the attack on Peking, which, it seems, amounted on August 14th to 18,668 rifle shots, 115 revolver shots, and 3,534 shells. On August 15th, 25,415 rounds of ammunition were fired, and 7,733 rounds on the 16th.

News has been received in the city of the death of Mr. John Wilday, an overseer in the employment of the Public Works Department. He left Hongkong on the 17th inst. in the homeward German Mail, and died three days afterwards. He had not been well for some time. The deceased came to Hongkong about 12 years ago for the purpose of acting as inspector of roads. He has a wife and family at home.

According to a Tokyo telegram to Nagasaki it appears that General Katsura, Minister of War, and Vice-Admiral Yamamoto, Minister of Marine, who were ordered to remain in their respective offices in the new Ministry, have tendered their resignations. It is expected that the portfolio of War will be given to Lieutenant-General Terauchi, Vice-President of the General Staff Office, while that of the Minister of Marine lies between Admiral Ito, Vice-Admiral Togo, and Vice-Admiral Shibayama.

The Blue-funnel steamer *Mendocino*, from Liverpool, went ashore on Green Island yesterday morning. On enquiry at the office of the agents of the company, Messrs. Butterfield and Swire, we were informed that the accident happened while the *Mendocino* was getting out of the way of a junk. So far as the agents were aware, no damage has been done to the cargo, which is a general one. It was expected that she would be loaded off late last night, when there was a fall tide.

A former German Secretary of Legation at Peking, Baron Spack von Sternburg, has been appointed German Consul General at Calcutta.

When the last post left Tientsin the Russians were reported from Chinese sources to be repairing the road around Newchwang, making water-works, and preparing to establish a municipal government and tax all houses according to their value.

According to a Seoul telegram, the French Minister applied to the Korean Foreign Office asking for the exemption of Customs export duty on 50 cattle, which were to be shipped from Chemulpo to China, presumably for the use of the French troops. The application was, however, refused.

Another change appears to be imminent in the Korean capital. The sudden departure of Cho Pyong-sik, Korean Minister to Japan, who passed through Nagasaki a few days ago on his way from Tokyo to Seoul, is believed to be connected with the impending change. It is expected that he will be made Prime Minister.

It is reported that Mr. H. C. Hyatt is to be transferred from Penang to the Hongkong and Shanghai Bank branch at Singapore, says the *Straits Times*. The same paper records that at Taiping, many counterfeit Hongkong and Shanghai Bank notes, of the denomination of \$10, have recently been put into circulation. They are detected readily, as the print on the back runs.

The P. & O. Steam Navigation Company is now understood, says the *Manchester Evening News*, to have given its adhesion to the proposal made by the other shipping lines interested for an advance in the freights to Calcutta. It may be taken for granted that this will represent 5s. per ton upon textiles, and it will apply also to the subsidised German line trading between Hamburg and India. A similar advance in the rate to Ceylon and Burma may be anticipated, this advance having been already established in the case of goods brought over from the Continent for trans-shipment into the British steamships trading with those markets, and there are indications that the China lines will seek to follow their Indian fellows in the same direction, especially now that they are deprived of a large proportion of the cargo usually available for the Far East at this time of the year.

The "rush order" which the agent for the German Government gave to a firm of horse dealers in San Francisco in August last, as reported in these columns at the time, has been in part executed by the shipment of 868 cavalry horses on the 22nd inst. on board the transport *Samoa* for China. According to the *San Francisco* newspapers received this mail, the consignment is the pick of California's wild stock, and horses that but a month prior to shipment were running wild upon the ranges, had been subjected to the halter, the saddle, and the burden of men's weight, stood upon the wharf as docile as the domestic creature would do upon the hearth. It was remarkable, says one paper, to see these creatures brought fresh from the bucking corral and received with so much rapidity into the hold of an ocean transport for a seven-thousand miles journey across the Pacific. They were tallied, hurried aboard and assigned to compartments at the surprising rate of two a minute. To do this the shippers abandoned the customary portable boxes in which horses are hoisted high in the air and then lowered into the vessel one at a time. Instead, they constructed a steep inclined plane with protecting side fences and cleated floor, similar to the gangway for human passengers. Every animal bore deep burned into the left side of his neck his recently acquired numerical title, the *Samoa's* consignment being those branded from 1 to 900. Some of the heavier horses, destined for service with light artillery, had an A before the numerals, while the cavalry animals were all distinguished by the prefixed R. The *Samoa*, which is to be followed by another transport with 500 horses, and 800 mules, carries 1,200 tons of hay as food for the animals the passage and 83 grooms to attend to them.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 29th October.

SERIOUS EXPLOSION.

The explosion behind the Viceroy's Yamen has killed seven or eight persons, and wounded over ten besides causing the collapse of several houses.

PUNISHMENT OF THE CEMETERY DESTRUCTORS.

To-day between 2.30 and 5 p.m. the Consular authorities, in the persons of their representatives, and the officers of the foreign gunboats, went to the Nam Hoi Magistrate's Yamen to witness the punishment inflicted on a few culprits for desecrating the Protestant Cemetery near the Macao passage.

HONGKONG RIFLE ASSOCIATION.

THE INTERPORT MATCH.

We are informed by the Secretary of the Rifle Association that Hongkong will shoot for this event on Saturday, 10th November, at 3 o'clock p.m. on the Naval and Association Range at Kowloon. The following will compose the team—
Capt. Carville, A.O.D. Messrs. D. Baldwin, J. Cranmer, R.N., G.P. Lamont, J. Marshall, D. McManus, J. Piddison, W. Stewart, A. Sergeant, Blair, and Co-Sergeant Major Wallace, R.E.
Messrs. A. Watson and Corp. Nils, umpire for Hongkong—Sir John Carrington, umpire for Shanghai—C. V. Ladd, Esq., umpire for Hongkong—A. Stewart, Esq.
All those who are interested in shooting are invited to attend.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 30th October, 9.8 p.m.

THE GOVERNORSHIP OF HUPEH.

It is reported that ill-health prevents Yu Chang from going to take up his post as Governor of Hupeh.

A BETTER PROSPECT.

The Viceroy becomes Acting Governor pending the arrival of Yuan Tzu-yi, formerly Taotai of Hankow, who was friendly to foreigners.

SHANGHAI, 30th October, 9.10 p.m.

ALLEGED ATTEMPT TO RETAKE PEKING.

The Allies have arrested Ting Yung, Treasurer of Chihli province. He is charged with conspiring to retake Peking.

ANOTHER SUICIDE.

Yen Mou, the Tartar General at Moulton, has committed suicide.

A REFORMER RELEASED.

Hsu E, the reforming President of the Board of Rites and friend of the Emperor, who was imprisoned by the Empress Dowager's command in 1898, has now been released.

LONDON, 29th October, 6.30 p.m.

TWO MORE EXECUTIONS NECESSARY.

Dr. Morrison telegraphs to the *Times* that the foreign Ministers have added Prince Yi and Ying Nien (Vice-President of the Board of Works) to France's list of seven officials whose execution is demanded.

THE WAR IN SOUTH AFRICA.

LONDON, 29th October, 6.30 p.m.

RETURN OF THE C.I.V.

The City Imperial Volunteers arrived to-day from South Africa and marched from Paddington Station to the City. A magnificent reception was accorded to them.

SEVERE TREATMENT FOR BOER TREACHERY.

Lord Roberts is dealing with the treacherous burghers in drastic fashion.

CAPTURES FROM DE WET.

General Knox has captured two of Commandant De Wet's guns and three waggons.

GENERAL NEWS.

LONDON, 29th October, 6.30 p.m.

OBITUARY.

Professor Max Müller is dead.
[The Rt. Hon. Friedrich Max-Müller, P.C., K.M., M.A., LL.D., D.C.L., Corpus Professor of Comparative Philology at Oxford, was born at Dessau, in Germany, on the 6th December, 1823, and therefore was nearly 77 years of age. He was educated at Dessau and Leipzig, and at Leipzig and Berlin Universities. Coming to England, he became Tutor in the University of Modern Languages at Oxford in 1854; Fellow of All Souls' 1858; Corpus Professor 1868; Hilbert Lecturer 1878; Gifford Lecturer 1888-92. He was an Honorary LL.D. of Edinburgh, Cambridge, Bologna, Dublin, and Bonn-Pesth, Member of the French Institute, and the recipient of numerous foreign decorations. His chief publications were works on Sanskrit literature, including an edition of the *Rig Veda*, while his most popular book was "Chips from a German Workshop."]

REUTER'S SERVICE.

LONDON, 29th October.

BRITISH SOUTH AFRICA.

General Barton has routed De Wet at Friderichsdal. British loss, Lieutenant Baillie of the Royal Scots Fusiliers and 12 men killed, and 6 officers and 39 men wounded.

A Colonial officer with 51 cavalry were ambushed near Philippolis and all captured except seven.

The Transvaal has been officially proclaimed part of the British Empire.

THE ANGLO-GERMAN AGREEMENT.
The United States adhere to the first two clauses of the Anglo-German Agreement, but disregard the third until the contingency arises.

THE STRIKES IN CANADA.
The situation at Valleyfield is calmer.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

H.M. gunboat *Liard* arrived yesterday morning from Foochow.
H.M. torpedo boat *Otter* left yesterday for Taipo.

The British transport *Sumatra* left yesterday for Bombay, and the *Nouba* for Rangoon.

THE RETURN OF THE FUSILIERS.

The Royal Welsh Fusiliers are expected back in Hongkong on Friday, 2nd November. They left Peking on the 21st inst. and Weihaioi on the 27th, travelling in the s.s. *Salamis*.

THE TROUBLE IN KWANGTUNG.

THE REBELLION SUBSIDING.

Information has been received to the effect that on the 23rd inst. the rebels were heavily defeated north of Sam Te Chuk, about 400 being killed and 100 taken prisoners. A large number of villagers assisted the Imperial troops. The rebels retreated towards the Wing On District, north of Kwai Sing.

The city of Ho Un, which was captured by the rebels towards the end of August, has been recaptured by the Imperial troops, some 500 rebels being killed in the assault on the city.

The rebels in Kwai Sing have dispersed. The party of rebels who made their appearance in the neighbourhood of Sha Tau Kok the other day are believed to be refugees from the dispersed main body. They have since gone northwards.

There is every reason to believe that the rebel movement will soon collapse, the fact that they are running short of arms and ammunition having a good deal to do with this.

The stringent measures taken by the Hongkong authorities to prevent the importation of arms and ammunition into China have apparently had a most beneficial effect.

THE PAOTINGFU EXPEDITION.

From the *Peking* and *Tientsin Times* it appears that the column which left Tientsin for Paotingfu on the 28th inst. consisted in full of the following:—French Force (Major Gen. Bailoud)—2 and 3 Battalions of Infantry, 1 Squadron Cavalry, Artillery, Pioneer Battalion, German-Italian Force, (Major Gen. von Kottler)—1 Infantry Regiment, 2 Battalions, 1 Field Troop, 1 Battery Artillery, 4 Guns, 1 Field Hospital, 1 Battalion Bersaglieri (less 1 company), 1 Battery 6 Guns, 1 Pioneer Detachment, British Force Brig. (Gen. Loraine Campbell)—1 Company Australian Naval Contingent with 2 Machine Guns, 12 Naval Guns, 6 Comp. 20th Punjab Infantry, 4 Comp. Hongkong Regiment, 1 Comp. Madras Pioneer, 3 Squadrons, 1 Comp. Bombay Cavalry, 1 Field Troop, 1st Bengal Lancers, B. Bat. E. H. A. 6 Guns, 1 No. 2 Company Bombay Sappers and Minors.

According to French reports, says the *P. & T. Times* of the 20th inst., a battalion of Zouaves, with two guns, and a squadron of Cavalry left Tientsin on the 28th, and reached Paotingfu on the 13th, meeting with no opposition en route, and found a flag of truce on the city walls. The French state they also took the railway station.

The Peking correspondent of the same journal writes on the 15th inst.—

A combined moral column, under the command of Lieut. General Sir A. Gaselee, A.D.C., K.C.B., left Peking this morning to operate in the direction of Paotingfu. The following British troops are taking part in the movement under the immediate command of Major-General Richardson, C.B., C.I.E., who has appointed his own staff. Lieut. Col. Ramsay 24th P.I. commands the Infantry.

No. 12 Battery, R.F.A.—4 guns, 16th Bengal Cavalry—4 squadrons, 1st Sikhs—200 rifles, 24th P.I.—200 rifles, 24th Bombay Infantry—100 rifles, 7th Rajputs—100 rifles, Detachment Mounted Sappers, Half Company, No. 3 Company, Q.D. Madras S. & M. under Capt. Tallock, R.E., one Field Hospital, to be detailed by P.M.O.

The 7th Rajputs were delayed from taking part in the expedition owing to the non-arrival of their warm winter clothing, their place in the column being taken by additional men from the 26th Belochistan Regiment.

The following Staff is accompanying Lieut. General Gaselee—Capt. Pell, A.D.C., Lieut. Col. O'Sullivan, A.A.G., Capt. Norris, D.A.O.M.G.L., Capt. Rigby, Supt. Army Signalling, Capt. Selwyn, Special Service Officer, Mr. Gifford, Chinese Interpreter, Mr. Jamieson, Consular Service.

A small survey party under Major Bonny-Tailleur, R.E., also accompanied the Force. The Commissariat Transport Department carries 3 weeks' supplies with 3 days' grain for horses and mules.

Captain Douglas is responsible for all transport arrangements in addition to commanding his own Transport Corps.

The above-mentioned troops concentrated and camped at the Temple of Heaven on Thursday afternoon, under the order of Major-General Richardson, and marched out this morning via Liu-Ku-chiao.

TIENTSIN.

Our Tientsin contemporary, on the 20th inst. had the following items of information:—
The 1st Chinese Regiment is returning to Weihaioi at an early date.—The 4th Brigade, comprising the 31st Madras Infantry, Ulwa Imperial Service Infantry, and Bikanir Imperial Service Infantry, arrived here with the full India Field Hospital on the 16th inst.—Mr. Piddison has successfully extended his telegraph line now to Peking, and residents there are once more in direct communication with the outer world. The rates per word are 30 cents to Tientsin and 40 cents to Taku.—The Ministers have all returned to Peking where something like a definite consultation concerning the policy to be adopted towards the Court may take place. We hear however that Mr. Piddison is seriously ill at present which may retard negotiations.—The *Chun Pao* states that Russia and France have declared their intention to have a march stronger than that in January when their peace is concluded or not.—The brother of the late Boxer chief, Chang Tsung-sheng, who was killed off Paotingfu, has gathered a lot of followers at Piko-ko, not far from here, and calls himself Chang Hui-wang or "Prince of the Calm Sea," and vows to avenge the death of his brother.—Complaints continue to reach us from all sides of acts of violence on the part of the soldiers against respectable and harmless Chinese, while the more raffish class appear to escape to a great extent. We hear that in the immediate vicinity of the Provisional Government offices in Tientsin City all is orderly and safe. In the streets a little way off, however, the

Chinese are continually the victims of assault and injustice. It is the more regrettable as the Chinese are at a terrible disadvantage in bringing any charge against the aggressors.—News of the international column which left here on the 12th is that the British found no opposition at Taku, and made a forced march of twenty-two miles through Boxer districts to the walled town of Wan-an-hien where they found 200 Imperial cavalry sent from Paotingfu to disperse Boxers. The British took 11 of the cavalry prisoners, who were armed with rifles and revolvers, but not a shot was fired. Gen. Campbell discovered and released prisoners who were being compelled to furnish supplies to the Imperial troops, but there was no time to make any investigation in the villages as they passed, as the British having a much longer route of march had to hurry on and catch up the main body. This they did in specified time, making the splendid march of twenty-two miles. They will make searching investigations in the villages on the return march.

SUPREME COURT.

October 30th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SEECORNE SMITH
(ACTING JUSTICE JUDGE).

RADECKER V. GRANT.

In this case Messrs. Radecker & Co., merchants, sought to recover from Mr. G. Grant, merchant, the sum of \$320, due for 80 cases of beer, at \$8.50 per case, alleged to have been sold and delivered.

Mr. Bowley appeared for the plaintiff and Mr. Branton for the defence.

Mr. Bowley said that on the 16th October Mr. Kahn, who was an assistant to the defendant, went to the plaintiff's office and said he wanted to buy some beer. It was then arranged between Mr. Martin of the plaintiff's firm and Mr. Kahn that about 100 cases of beer should be sold to the defendant at the price of \$8.50 per case. The plaintiff had the cases in the godown, and they were ready for the defendant to take them whenever he wished to do so. The beer included three different labels, each case containing four dozen quarts. No objection was offered, and on the 18th inst. Mr. Kahn went to the plaintiff's office and wished to take delivery of the beer. He should have told his Lordship that the price was fixed ex-godown. Mr. Kahn entered the plaintiff's office with a shipping order and wanted the plaintiff to ship the beer. The plaintiff said it was not their practice to do this, and that they would prefer that the defendant would take delivery ex-godown. Subsequently the defendant sent his head ship cools to the plaintiff's office, and on the morning of the 18th inst. during the plaintiff's godown man pointed out the beer, saying, "There is the beer, you can take it with you." The defendant's assistant had engaged coolies and a cargo boat. He took delivery of the beer. Eighty cases were removed. The defendant's assistant refused to take the remaining 20 on the ground that the cases were not in good condition. Subsequently the defendant complained that the goods of which he had taken delivery were also in bad condition. The plaintiff refused to take the cases back and the defendant refused to pay him the money. Hence the action.

Mr. Martin, in giving evidence as to the sale of the beer, said that in the first instance nothing was said about shipping it to Shanghai. Neither was anything said as to the quality of the beer. Kahn came to their office between 10 and 11 on the morning of the 15th, and said, "I wish to take delivery to-day; will you ship them for us?" He was told that the price was ex-godown and that the plaintiff did not ship for their buyers. He sent Mr. Kahn to take the goods with his head cools to take delivery of the goods, and a short time afterwards his head cools made a report to him. The following morning he received a letter from Mr. Grant asking for permission to return the goods. They, however, refused to receive them. The cases in question were marketable. The cases which the defendant had refused to take had been sold since at \$8.50 a case. This was the cheapest beer in Hongkong.

In reply to Mr. Beaton, the witness said there was no haggling about the price. Before accepting it Mr. Kahn did not say he would first have to see Mr. Grant. He did not tell Mr. Kahn to take a sample bottle of the beer, as Mr. Grant had had sample bottles already. They had been selling this beer at different prices to Chinese—at from \$6.50 to \$7.75 per case. It depended on the quantity taken and the state of the market. A few of the 80 cases in question might have been shipped to Formosa and returned. They had never had beer returned by the Tai Siao Shun.

Mr. Schumann, an assistant in the plaintiff's firm, also gave evidence as to the ordering of the beer on the 16th October by Mr. Kahn. The latter ordered 40 cases and this price was accepted. The beer was to be delivered ex-godown. The witness stated that these different brands. Mr. Kahn said this was a mistake as to the godown he sent Mr. Kahn to the plaintiff's office. He could not remember that on the 16th Mr. Kahn said the goods were wanted for export. He did not think Mr. Kahn did say this. They did not give Mr. Kahn a sample of the beer, because he said he had samples of the beer in his office which he had had from the plaintiff. On the morning of the 18th Mr. Kahn came again with a shipping order and asked them to ship the goods, but they refused to do so. The following day when on the way to the godown he sent Mr. Kahn to the plaintiff's office. He said that the head cools of the 20 cases which the head cools of Grant's had refused to accept. Mr. Kahn said they were not in a good enough condition to be shipped, but that they could be repaired and made fit for shipment. The witness said they were willing to repair the cases, and to substitute new ones for those which could not be repaired. Mr. Kahn agreed to this and did not make any complaint about the condition of the 80 cases. He asked him whether they were good enough to be shipped, and he replied that they were. Mr. Kahn then asked him to come and see Mr. Grant, and he did so. Mr. Grant told him that he refused to accept any of the cases, as they were not in a good enough condition for shipment. Mr. Grant told him several times that the quality of the beer was good enough for him. Subsequently he went down to the godown at Wanchai, and he saw the 80 cases in a cargo boat by the Piers wall with regard to the 27 cases, which remained a few required re-mending and others ex-changing. He saw no sign of the beer.

In reply to Mr. Branton the witness said he looked at the cases in the cargo boat from shore. As far as he could see they were in a fit state for shipment. He did not see that any of them were bound up with straws. Mr. Grant said that some of the 80 cases were not in fit condition for shipment to Shanghai and that they all looked old and for sale.

The further hearing was adjourned.

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THROUGH SOUTH AFRICA.

[BY ARNOT BRID.]

VII.

CONTINUATION OF MR. RHODES'S SPEECH.
 "And you carry forward a balance of over a million," said Sir Ellis Ashmead-Bartlett. Mr. Rhodes: "These balances carried forward are often represented by machinery and other things, and are most unsatisfactory. I prefer to deal only with the cash in the bank. I may say that I think if some of the balances carried forward by English companies, represented by unknown mines and machinery that cannot be sold, were done away with the companies would be better off. (Hear, hear.) I will now deal with the compound profits, which are devoted as you are aware to public purposes, and the distribution of which is left to myself. Since the last meeting the expenditure has been as follows:—The Sanatorium, £5,816; new Town Hall, £2,000; Public Library Building, £1,000; Public Schools, £1,050; the Refugee Relief Fund, £2,000; the Kimberley Rifles, £500; and sundry charities, £100."

SIR E. ASHMEAD-BARTLETT'S SUPPLEMENTS MR. RHODES.

Sir Ellis Ashmead-Bartlett, M.P., said:—"I should like to supplement what you have just been told in a way so very interesting with regard to the general work done by the De Beers Company for the defence of Kimberley and the upholding of great Imperial interests in South Africa. It strikes me this Company, which is practically Kimberley, and which owes its great success and strength to its eminent chairman, has performed a very great service to the Empire. In the first place, the defence of Kimberley and Mafeking in this tremendous war have been for long the only bright spots in our military operations. In the second place, the defence of Kimberley has, I believe, beyond doubt been the means of saving the Cape Colony. That is not too strong a statement to make from a military point of view, as well as from a political point of view. I believe that if the Boer force which was engaged in the investment of Kimberley had been free at first to move southward to make a dash upon the Orange River—a most vital strategic position, which was for some time fully guarded by three companies—and to move still further southward and carry out what was undoubtedly the Boer military plan—to extend their military control down to the Her River Mountain—I very much fear the Boers would have been successful. (Hear, hear.) And therefore the defence of Kimberley was not merely the defence of yourselves but it has played a great part in the history of the Cape Colony and of the Empire. It does not require any very instructed person to imagine what it would have cost Great Britain in men and treasure to reconquer the whole country from Her River, and possibly from Cape Town northwards. A third thing I might say about the defence of Kimberley in connection with its relief. The relief of Kimberley has been of the greatest possible advantage to the political as well as to the military situation. (Cheers.) It has been the first reassuring symptom in our military operations; it has been the first great success which our Generals have obtained; and I think it is not too strong a statement to make that the relief of Kimberley is the beginning of the end. (Cheers.) I have had an opportunity during the last few days of watching the military operations now in progress 25 to 30 miles eastward of this town. The relief of Kimberley has been also accompanied or very immediately by the perfect hemming in of Cronje and his force. I do not know what that force is. I am not prepared to say how long it will take to capture that force; but its capture is a practical certainty, and must be a very heavy blow to the enemy, and a great moral advantage to the cause of British supremacy in South Africa. (Cheers.) Well, gentlemen, I will not detain you longer. Anything I could say would sound very poor and insignificant after the brilliant address of your Chairman."

A TRIBUTE TO THE COLOSSUS.

And I should like—and I am sure you will allow me, here in Kimberley of all places—to pay a very short tribute to Mr. Rhodes himself. (Hear, hear.) I have, as a member of the Imperial Parliament—now, I am sorry to say, getting one of the oldest members of that Assembly—watched Mr. Rhodes's career for the past 20 years with the greatest interest. I know he has his detractors, many detractors who do not understand the great objects for which he has laboured, which he has always kept in view, and which holding himself in the background, he limned before you to-day in his admirable contrast between the imaginative and the unimaginative shareholder. Mr. Rhodes took me the other day to see the defences of this town, and after a four hours ride, as an illustration of his powerful imagination he sat down and reflected for 45 minutes upon one of the debris heaps which form an important part of your defences. (Laughter.) At that moment being somewhat fatigued and hungry, I did not altogether appreciate the beauty of his imagination—(crowned laughter)—but apart from that personal experience, I am sure that no one who has watched the history of South Africa and of our Empire can doubt the part Mr. Rhodes has played in it. It is a great part, a part which ranks him among the greatest Englishmen of this century. (Applause.) Mr. Rhodes has been a great and successful man of business, but I believe he has never sacrificed Imperial interests to business considerations; he has made them march together, or rather he has made his success furnish the sinews of success in these great Imperial enterprises and these great Imperial interests which are written upon the face of Africa not only South Africa, but Central

Africa, and extending to Northern Africa as well. (Cheers.) Mr. Rhodes's name will be undying upon the pages of English history when the very names of his detractors have been forgotten. I only wish we had Mr. Rhodes at Home. I wish that Mr. Rhodes would come and devote his energies now that he has so well succeeded in South Africa, to our Imperial interests at Home. We want men like him there; men of great convictions, men of broad views, men of genuine patriotism. And in conclusion, gentlemen, in allowing me to address you these remarks to-day, I wish to congratulate this Company upon having had Mr. Rhodes as its head; Kimberley upon having had him present as the life and soul of its defence—(cheers)—and the Cape Colony in having as its protector and guide a man who has shown how to guard its best interests and to make those interests thoroughly identical with the strength and well-being of the whole Empire. (Loud applause.)

HAPPY KIMBERLEY.

At Kimberley everything is done for the happiness of the employees. In the native compound is a bathing place, a hospital, a convalescent ward, and there are stores and tailors and bootmakers' shops, conducted by "boys" who may have been hurt in the mines, and who are allowed to remain. The working hours are eight daily, and a holiday on Sundays. The European staff have medical attendance and medicine free. There is an excellent hospital for them. Further the Company is now laying out a new suburb called "Kenilworth" where there is a park, a club house, a swimming and bathing lake, and where the rents are moderate. Probably in all the world there exists no fairer adaptation of mechanical science than at the De Beers's Mines at Kimberley. After a prolonged visit to these mines I thought of Kipling's story GOVERNMENT BY COMPANY.

It is so at Kimberley. Within the De Beers works and offices everything seems to work with an adaptability so great, an intercombination so successful, so complete an absence of error, so smooth a harmony of cause and effect, that when one remembers how things were one begins to ask whether the competing interest of the world might not be reconciled by a well devised limited Company, prepared, for instance, to take in hand China and govern it by a board of directors engaged.

At Kimberley everything is for the greatest advantage of the employee combined with the greatest profit of the capitalist.

SOME RESULTS OF THE WAR.

From Kimberley all access to Bloemfontein, Pretoria, Johannesburg or Mafeking is refused and will be refused probably till November—in fact till the capture of De Wet and the capture or flight of Kruger and Steyn. The railways can at present barely carry enough food and fodder for the men and horses of the army; and south of Kimberley I saw many skilled artisans who have been ejected from Pretoria, and had been living on their savings at Cape Town, obliged to stop and continue to spend into their costly boarding-houses their small and lessening savings, or else return to Cape Town, where their wives and families had been left and where life is a little cheaper.

LOYAL AFRICA'S VIEW OF THE SETTLEMENT.

The general loyal opinion is that the Boers sent from South Africa, whether as prisoners or exiles, should not be allowed to return there. Their exile should be for ever. The Dutch language should be forbidden in public affairs. The inevitable South African War has necessarily ended in a race struggle between British and Dutchman; and the Dutchman must cease to exist separately, as did the Celt after the English occupation of Ireland. They do not speak Celtic in the courts of Ireland, nor must they in the courts of South Africa. That is the view of Loyal Africa.

[THE END.]

SUSPICIOUS DEATH OF A CINGALESE.

The police report that a Cingalese died under suspicious circumstances at 13, Old Bailey Street, yesterday afternoon at about four o'clock. The brother of the dead man, who was in the room at the time, says that the deceased, who had been ailing for some time, suddenly tumbled off the bed on which he lay and immediately expired. The brother reported the matter to the police, and Inspector McNair proceeded to the house and made enquiries, taking possession of some half-dozen medicine bottles he found there. Dr. Harston was called in, and after examining the body certified that a post-mortem examination should be held. The body was conveyed to the mortuary, where the post-mortem will be held to-day at half-past eleven by Dr. Thompson. Opium is the suspected cause of death.

ALICE MEMORIAL AND NETHERSOLE HOSPITALS.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—

Fong Sin Ting	325
Leung Ngan Pan	10
Fung Shu Tong	10
Tai Cheung	10
Yung Chak Ting	5
Ho U. Tin	5
Wink Tung Kat	5
Kwong Yee Ying	5
Kwong Yik Wo	5
See Shing Wo	5
Chai Wo	5
Po Yuen Kung	5
Yee On Co.	5
Subscriptions under \$5	16

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POLICE COURT.

80th October.

BEFORE MR. F. A. HAZELAND.

WATCH-STEALING.

Fong Hong, an unemployed coolie, was charged with stealing a watch valued at \$16 from Ho Yee ship's engineer.

Complainant stated that he came down to Hongkong from Canton on Monday afternoon by the *Hankow*, and had only walked about eighty yards from the wharf when defendant jostled him and snatched his watch. Complainant caught him, and gave him in charge. He was quite sure defendant was the man.

Prisoner, who pleaded not guilty, was sentenced to six weeks' hard labour, his Worship remarking that he was evidently one of a gang who waylaid people like tradesmen.

Ho Yee is a lamp-maker, and works at 79, Hollywood Road. Ho Yee's business ideas are peculiar, so peculiar, in fact, that they landed him in the police court. The facts of the case are as follows. On 17th August last, Cheng Mung Fung, one of the interpreters at the Magistracy, sent his servant to the defendant to have a lamp repaired. The article was worth five dollars and a half. When a reasonable time had elapsed, complainant sent for the lamp, but was informed that the repairs had not been made.

He then sent another application always met with the same reply, and finally becoming suspicious, complainant, taxed defendant with having disposed of the lamp. This the latter admitted, both to the complainant and to the constable who was called to arrest him. When brought to the charge-room, however, he appeared to have thought better—or worse—of it, and denied having sold the lamp.

He was sentenced to three weeks' hard labour.

Sidney Culverhouse, one of the crew on the British transport steamer *St. Andrew*, suffered yesterday from a lapse of good manners. He was charged with disorderly on *Pedder's Wharf* at 7 p.m. and admitted the fact.

His Worship fined the accused \$3.

AN UNLucky STORY.

Chan Choi Fin accused a coolie of stealing his box—an accusation that the latter successfully denied.

Chan Choi Fin said he was tally-man on the steamer *Loyal*. The other day he came ashore, and on returning found his box gone. Enquiry elicited the information that a stranger had come aboard during his absence and taken the box away. Now comes the peculiar part of Chan Choi Fin's story. He stated that he immediately went ashore and inspected every house in the western district in the quest for the missing box, which he ultimately found underneath the bed in defendant's room. Complainant at once gave information to the police and had defendant and the box conveyed to No. 7 Police Station.

In answer to a question from the bench, witness stated that he did not know defendant, and had never been shipwrecked with him.

Defendant's story was to the effect that complainant owed him some money—nearly \$30—which he had borrowed when they were shipwrecked together. Being out of employment and needing the money, he went to complainant and asked him for it. Complainant said he had no money, but that defendant could take his box as security for payment of the debt on condition that he returned it when the account was squared. Defendant accordingly took away the box, but was followed by complainant, who watched where he put it, and then reported the matter to the police and had defendant arrested. The box, when opened at the Police Station, was found to contain clothing and about \$18 in money.

His Worship, addressing complainant, said he did not believe a word of his story. It was preposterous to say that he had searched all the houses in the western district for his property, and just by accident found it underneath the bed in defendant's room. The story was altogether too absurd, and he accordingly discharged the defendant, whose story he believed to be true.

UNLAWFUL POSSESSION OF PREPARED OPIUM. Mr. Hazeland gave his decision in the case against Chuk U and Wong Kai, the licensed dross farmers, as follows:—

The defendant who was the licensed dross farmer, was charged under "The Prepared Opium Ordinance, 1891" for that he unlawfully did have in his possession 210 taels of prepared opium without a valid certificate, on the 11th October, 1900, at Victoria in this Colony.

The evidence against the first defendant was to the effect that the opium, the subject matter of the charge, was found on the 11th instant at 6.30 p.m. in a basket under a bed on the first floor of Nos. 46 and 48, Queen's Road West, the place of business of the defendants. At the time of the seizure the first defendant was actually in the room.

The evidence against the second defendant was that of a free and voluntary confession of his guilt, and which was made on the 15th instant, four days after the seizure. The said confession was proved to my satisfaction by Cheung Sing Tai, the accountant of the two defendants. His evidence is as follows:—"On the 15th instant, first defendant said second defendant had got him into trouble. Wing Kai, second defendant, said: 'We are partners, and if we are fined or if there are any arrests incurred by me, I will pay for it and it will not get me into trouble.' Wing Kai said: 'Consult the Company (Opium Farmer) and make it lighter.' Chuk U, first defendant, said: 'The opium is Wing Kai's.' Wing Kai said: 'I won't get you into trouble. I will pay the fine.' Apart from the above confession, which I find as a fact, I am of opinion that although the defendant was not in manual possession at the time of the seizure, he was in constructive possession of the opium. It has been held that the doctrine of constructive possession applies in criminal as well as in civil cases (Reg. v. Rogers, 3 L.J.M.C. 33).

I therefore convict the defendants. The case is to my mind a very serious one, owing to the relation which exists between the defendants and the opium farmer, who is the prosecutor in this case.

I fine each of the defendants the sum of \$500, in default of which they will be imprisoned and kept to hard labour for three months.

Mr. Gedge appeared for the prosecution, Mr. Almada for the first defendant, and Mr. Thomson for the second defendant.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *Gaule*, with mails &c. which left here September 27th for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination on the 28th inst.

The N.P. steamer *Victoria* sailed from Yokohama for Tacoma on the 27th inst.

The N.P. steamer *Duke of York* sailed from Tacoma for Japan and Hongkong on the 27th inst.

The N.G. steamer *Bienville* left Singapore for this port on Monday, 29th inst., and may be expected here on or about the 5th November.

HONGKONG GENERAL CHAMBER OF COMMERCE.

OF COMMERCE.

The following letters were read at the last Monthly Meeting of the Hongkong General Chamber of Commerce, the report of which appeared in Monday's issue:—

THE HEALTH OF THE PORT.

Hongkong General Chamber of Commerce, Hongkong, 24th October, 1900.

SIR, Adverting to my letter of the 17th ultimo on the subject of granting a clean bill of health to this port, I am instructed by my Committee to again bring the question to the consideration of the Government.

It is now considerably more than a month since the plague ceased to be epidemic, but isolated sporadic cases continue to occur, at intervals, and it seems possible that if the practice hitherto ruling be insisted upon—viz., that seven consecutive days pass without a case of plague occurring—the date when the port can be declared free from infection may be indefinitely postponed.

The Committee are given to understand that Swatow has been declared by the Siam Government free from infection, though it is quite possible that sporadic cases may still occur there. May it not be fairly concluded that a port is only infected when a disease is epidemic there?

Will you be good enough to bring to the attention of His Excellency the Governor the enormous loss that these quarantine restrictions, which the Committee respectfully submit are now quite unnecessary, are causing to ship-owners and merchants as well as to trade generally, and ask him to, if possible, take steps to bring about their cessation?

I have the honour to be, Sir, Your obedient servant,

E. CHATTERTON WILCOX, Secretary.

HON. COLONIAL SECRETARY.

THE PROPOSED WITHDRAWAL OF THE FOREIGN TROOPS FROM PEKING.

London Chamber of Commerce, Botolph House, Eastcheap, London, E.C., 11th September, 1900.

DEAR SIR, I duly received your cable of the 6th instant, which I at once communicated to the officers of the Chamber and to the Chairman of the East India and China Trade Section, with the result that the communication of which I enclose a copy was immediately addressed to the Foreign Office.

Trusting that this will meet with the approval of the Hongkong Chamber,

Believe me,

Yours faithfully,

KENNED W. MURRAY, Secretary.

THE SECRETARY, Chamber of Commerce, Hongkong.

(Enclosure), 6th September, 1900.

MY LORD, I have the honour to append a copy of a very important telegram despatched from Hongkong and received here to-day.

The expression of the view of the Hongkong Chamber of Commerce on the disastrous effect upon our relations with China, which would result from the withdrawal from Peking of the Allied Forces before an adequate and satisfactory settlement of the grave questions at issue with that Empire had been obtained, is deserving your Lordship's most earnest consideration. The message conveys the opinion of commercial men fully acquainted with the character of the Chinese, with the problems that have to be solved, and who represent interests of vast magnitude.

I am, My Lord, Yours faithfully,

WILLIAM KEWICK (M.P.), Chairman of the East India and China Trade Section of the London Chamber of Commerce.

THE MOST NOBLE THE MARQUESS OF SALISBURY, K.G., Secretary of State for Foreign Affairs, Foreign Office, S.W.

Hongkong General Chamber of Commerce, Hongkong, 24th October 1900.

DEAR SIR, I beg leave to acknowledge receipt of your favour of the 11th ult., enclosing copy of the letter forwarded by the East India and China Section of your Chamber to the Foreign Office covering copy of the telegram sent by this Chamber on the 6th inst. protesting against the proposed evacuation of Peking by the Allied Forces before punishment of the instigators of the outrages and massacres had been secured. In doing so, I am instructed to ask you to convey to the Committee of the East India and China Trade Section the thanks of this Chamber for the prompt and effective means adopted to bring their views to the attention of Her Majesty's Government.

I am, dear Sir, Yours faithfully,

E. CHATTERTON WILCOX, Secretary.

KENNED W. MURRAY Esq., Secretary, London Chamber of Commerce.

THE RE-SURVEY OF EASTERN SEAS.

The London Chamber of Commerce, Botolph House, Eastcheap, London, E.C., 31st August, 1900.

Fourth Congress of Chambers of Commerce of the Empire, June, 1900.

DEAR SIR, Sir Thomas Jackson, the delegate from your Chamber, moved a resolution in regard to the necessity for the re-survey of the dangerous channels and coast-lines in Eastern Seas, and which resolution was duly carried and forwarded to the Foreign Office.

I enclose herewith copy of our letter to the Foreign Office and the Premier's reply. Perhaps you can let me have some further information on the subject in order that I can again communicate with the Foreign Office.

Yours faithfully,

KENNED W. MURRAY, Secretary.

THE SECRETARY, Hongkong Chamber of Commerce.

Fourth Congress of Chambers of Commerce, London, 28th July, 1900.

YOUR LORDSHIP

We have the honour to transmit to you the following resolution on the subject of the necessity for a re-survey of the dangerous channels and coast-lines in the Eastern Seas, which resolution was unanimously passed by the above Congress:—

"That in consequence of the rapid increase in the numbers, tonnage, and speed of steamers employed in the trade, and the frequent discovery of new shoals, rocks, and reefs, it is recommended that the facts should be recorded on existing charts, the facts should be brought to the notice of Her Majesty's Government that it is necessary to have made, with all haste delay as possible, a thorough re-survey of the navigable channels and coast-lines in Eastern Seas."

In view of the fact that Her Majesty's Navy is now so fully occupied in Eastern waters, the present is not thought to be an opportune moment for making further remarks upon the resolution.

We are, however, requested to respectfully urge the importance of the matter in the interests of British shipping, and to express the hope that when the present troubles in the Far East are over the matter may not be lost sight of by Her Majesty's Government.

We are,

Your Lordship's obedient servants,

ALBERT G. SANDEMAN, President,

KENNED W. MURRAY, Secretary.

THE MOST NOBLE THE MARQUESS OF SALISBURY.

Foreign Office, London, August 28th, 1900.

SIR, I am directed by the Marquess of Salisbury to inform you that your letter of the 28th ultimo, calling attention to the necessity for a re-survey of the navigable channels and coast lines in Eastern Seas, was referred to the Lords Commissioners of the Admiralty.

Their Lordships state that for upwards of sixty years the Admiralty have sent vessels to survey the Eastern Seas, and under their direction the main routes from the Indian Ocean, through the China Sea to Japan, as well as a great part of the coasts of China, Palawan Island, Borneo, Siam, the Malay Peninsula, &c., have been charted. They state further that the main routes through the China Sea and along the China Coast are now as confidently navigated as any part of the world, and that the Congress of the Chambers of Commerce must have been misinformed regarding the state of the knowledge of the Eastern Seas at present possessed by the Admiralty—knowledge which, though not perfect, is still so far advanced that no general re-survey of main routes is at all necessary.

Their Lordships add that from the past record of the work executed by their orders in Eastern Waters, the Congress may feel sure that the importance of the traffic in these waters is not by any means overlooked by them.

I am, Sir, Your most obedient humble servant

F. H. VILLIERS.

THE SECRETARY, Fourth Congress of Chambers of Commerce of the Empire.

Hongkong General Chamber of Commerce, Hongkong, 24th October, 1900.

DEAR SIR, I am in receipt of your letter of the 31st August enclosing copy of your letter to the Foreign Office of the 20th July transmitting the resolution moved by Sir Thomas Jackson in regard to the necessity for the re-survey of the navigable channels and coastlines in Eastern Seas and the reply thereto dated 28th August, for which I am directed to express the obligations of this Chamber.

In reply to your request for some further information on the subject, I beg leave to enclose, on a separate memorandum, a list of certain of the disasters that have occurred and the hidden dangers involuntarily discovered during the past ten years, from which I think it will be apparent that there is still room for further research by the surveying vessels in these seas.

While urging that much remains to be done to endeavour to make the routes followed by shipping safe from sudden disaster, my Committee wish to record their high appreciation of the magnificent work done by the surveying vessels of Her Majesty's Fleet, to the immense value of which constant testimony is being borne.

The commanders of the numerous transports from India have expressed their admiration of the general accuracy of the charts and their surprise at the excellent manner in which the coast of China is now lighted and buoyed, the credit for the latter, of course, being due to the well managed Light Department of the Chinese Imperial Maritime Customs. At the same time, there can be no doubt that, while so much has been accomplished, there still remains some very important work for the surveying ships to do. The fact that two of Her Majesty's cruisers have quite recently been placed in serious danger—*the Japanese* by touching on rocks in Amoy harbour, and the *Hongkew* by grounding on another at the entrance to Koroiloff Bay, in Corea—is sufficient warrant for energetic continuance of the efforts to discover the still unknown dangers in Eastern Seas.

It should not be forgotten, moreover, that the tonnage of vessels in these waters has increased enormously of late years, and that the beaten tracks are not always followed. The navigation by seagoing vessels is, too, carried on much closer to the coast than formerly, and the China coast is noted for pinnacle rocks, which dangers are very difficult to discover. I am, dear Sir, yours faithfully,

E. CHATTERTON WILCOX, Secretary.

(Enclosure.)

List of Uncharted Dangers Discovered During Past Ten Years.

12th June, 1893.—A rock with 4 fathoms at it at low water discovered in the channel between Waplan and Sunking Islands, just outside Hongkong.

26th August, 1893.—A rocky patch of 8 to 10 fathoms, lying midway between Haitan and Turnabout Islands, reported.

26th March, 1894.—Shoal patch, having from 6 1/2 to 7 fathoms fine sand, in Shanghai District, lat. 32°18' N., long. 122°27' E., reported by British steamer *Feding*. Admiralty chart shows from 18 to 20 fathoms.

28th December, 1894.—British steamer *Tai-sang* reported having touched some danger with Chapel Island bearing S. 67 E. true distant 4 1/2 miles, where Admiralty chart No. 1760 shows between 10 and 11 fathoms.

17th September, 1897.—Rocky patch about two-thirds of a cable long in N.E. by E. and S.W. by S. direction, by about one-third of a cable wide and having two pinnacles near its middle on which there is a depth of not more than 3 feet of low water of spring tides, discovered south of mid-channel in Malowchow Pass.

8th March, 1898.—Rock with a depth on it of 10 feet 11 inches at low water discovered in Amoy harbour.

28th April, 1898.—Rocky patch about half a cable long in a N. to S. direction by about 4 of a cable wide and having two pinnacles, about 30 yards apart near its centre on which there is not a depth of more than 4 feet at low water of spring tides, discovered in Cow's Horn Pass, near northern entrance to Hatten Straits and named the *Namoo* Rock. (The steamer *Namoo* struck on this then uncharted danger on 2nd October 1897, and became a total wreck on 14th February 1899. A rock was discovered by S. M. S. *Kaiser* in Samak Bay, lat. 23°42' N. and long. 119°46'38" E. on which there is only a depth of about 3 1/2 metres at low water, where Admiralty chart No. 1988 shows a depth of 10 fathoms. (This danger was in July following marked by a black conical buoy.)

10th April, 1898.—The master of the S.S. *Chingta* reported to have grounded on this date on an uncharted shoal off North coast of Australia, approximate bearings being lat.

10°47' S., long. 138°35' E. Cape Croker bearing S 19 E. distant about eleven miles.

1st to 8th July, 1899.—H. M. S. *Bonaventure* grounded on an uncharted rock at entrance to Koroiloff Bay on the coast of Corea.

21st October, 1899.—Two rocks discovered southward of Namoo Island, coast of China, having 18 feet of water of spring tides. They have been named respectively *Tamnet Rock* and *Kaipan Rock*.

11th June, 1900.—The master of S. S. *Kedra* reported that his ship struck bottom at 4.50 a.m. on 4th June with East Point Namoo Island bearing N true and Three Chimney Bluff bearing S 70 W true, the vessel then drawing at the point of contact (bilge keel) about 14 feet. Admiralty chart No. 1937 shows at this place 14 fathoms water.

(A notice to mariners, issued 10th August, announces, however, that their locality was carefully sounded and swept with weight lines and no obstruction found, the least depth obtained being 12 fathoms.)

LATE TELEGRAMS.

THE CRISIS.

NEWS VIA JAPAN.

Tokyo, 19th October.

A Tientsin telegram states that Viceroy Li Hung-chang has

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NOTICE. [1619]

NOTICE.

THE "BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
&c., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.

A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1907. [2537]

NOTICE OF REMOVAL.

THE Office of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY
have this day been removed to
14, Des Voeux Road Central.
Entrances: East Lane, recently Messrs.
Wong & Co.'s Office, behind Messrs. Shaw's
Tommy & Co.'s premises.
Hongkong 1st May, 1907.

[Published by Special Arrangement.]
IN WHITE RAIMENT.

WILLIAM LE QUEUX.

Author of "Whose Fiancée a Wife," "Purple
and Fine Linen," "The Day of Temptation,"
"Of Royal Blood," &c., &c.

[COPYRIGHT.]

CHAPTER XXI.

"I truth was told me, Bob Raymond, the
man whom I had believed was my friend, had
endeavored to disguise me from following
the clue I had obtained, fearing lest I should
discover the whole of the strange conspiracy.
All along he had preserved silence, and had
never before aroused within me the slightest
suspicion that he knew Beryl. But those words
that had inadvertently escaped him were suf-
ficiently significant.

I pressed him for an explanation of how he
had been able to recognize her, but with mar-
vellous tact he evaded my question, un-
derstanding that he was actually acquainted with her.
"Oh, I recognized her from your descrip-
tions, you know."

Frankly, I did not believe him. Whether he
had a personal acquaintance with her or not, it
was nevertheless manifest that she was actually
in London at a time when she was believed to
be at Atworth, and, further, not knowing of
my change of address, had been in search of me.

Why had she not rung the bell and inquired?
There seemed but a single answer to that ques-
tion. Because she feared to meet Bob!

I sensed suspicion. In our conversation
that followed I detected on his part a ston-
determination to evade my question. He was
actually acquainted with her, and he was
apprehensive. Perhaps, even, he knew the truth
regarding my strange marriage, and from
motives of his own refused to tell me.

Anger arose within me, but I preserved a
diplomatic calm, striving to worm his secret
from him. Either he would not, or could not,
tell me anything. In that hour of my affliction,
after all the penury of past years, I was per-
haps a trifle egotistical, as men who suddenly
receive an unexpected legacy are apt to be.

Money has a greater influence upon our tempera-
ment or disposition than even I... A few
penny pence can transform this earth of ours
from a hell into a paradise.

I drained my glass, flung my cigarette and
into the empty grate, and left my friend with-
out a word of farewell.

"You'll let me know if you elicit anything
further?" he urged.

"Of course," I answered, although such was
not my intention. Then I went forth, walking
out to the Hammermill Road.

The moon was shining—one of those hot, close,
overcast days of the London summer, when I
was shown into the drawing-room at Gloucester
Square, and after a lapse of a few minutes my
lover came forward to meet me.

"It's awfully kind of you to call, Doctor,"
she exclaimed, offering her thin little hand, that
hand that on the previous night had been so
stiff and cold. "Norm is out, but I expect her
in again every moment. She's gone to the stores
to order things to be sent up to Atworth."

"And how do you feel?" I inquired as she
seated herself upon a low silken lounge-chair,
and stretched forth her tiny foot, nest in its
patent leather slipper with large steel buckle.

She looked cool and fresh in a gown of white
muslin, relieved with a dash of Nile green silk
at the throat and waist.

"Oh, I'm a lot better," she declared.
"Except for a slight headache, I feel no ill
effects of last night's extraordinary attack."

I asked permission to feel her pulse, and
found it beating with the regularity of a person
in normal health.

"As I held her white wrist her deep clear eyes
met mine. In her pure white clinging drapery,
with her gold-brown hair making the half-dar-
kened room bright, with her red lips parted
in a tender and solemn smile, with something
like a halo about her of youth and ardour, she
was a vision so entrancing that, as I gazed at
her, my heart grew heavy with an aching con-
sciousness of her perfection that seemed to re-
move her far from my reach. And yet she was
actually my wife!"

I stammered satisfaction that she had re-
covered so entirely from the strange seizure,
and her eyes opened widely, as though in wonder
at my inarticulate words.

"Yes," she said. "The affair was most ex-
traordinary. I cannot imagine what horrid
mystery is concealed within that room."

"No, I," I responded. "Has Doctor Hooper
been here yet?"

"Oh, yes," she laughed. "He came at nine
o'clock, opened the door, entered, and was
seized again—by only slightly. He used the
same drug as last night and quickly recovered.
For about an hour he remained, and then left.
He's such a queer old fellow," she added with a
laugh. "I don't think he uttered a dozen words
during the whole time."

"No," I said. "His habit is to give vent
to those expressive grunts. When interested
his mind seems always to be actively centred upon
the matter under investigation that to speak is
an effort. But tell me," I urged, glancing
into those pure honest eyes, "have you ever be-
fore experienced such a seizure as that last
night?"

She turned rather pale, I thought; the direct
question seemed not easy to answer.

"I was ill once," she responded with hesita-
tion, "and with sweet, simple, girlish tenderness
"One day some little time ago I suddenly fell
unconscious and seemed to dream all sorts of
absurd and grotesque things."

Did she refer to the fateful day of our mar-
riage?

"Were you quite unconscious on that occa-
sion?" I asked quickly. "Or were you aware
in a hazy manner of what was going on around
you as you were last night?"

A wild hope sprang up in my heart. Was it
possible that she would reveal to me her
secret?

"I think," she answered "that my condition
then was very similar to that of last night. I
recalled quite well being unable to move my
limbs or to lift a finger. Every muscle seemed
paralyzed, while at the same time I went cold as
ice, just as though I were frozen to death. In-
deed, a horrible dread took possession of me, lest
my friends should allow me to be buried alive."

"You were in a kind of cataleptic state," I
remarked. "Who were these friends?"

Her great eyes rose. They were full of depths
unfathomable to me.

"I was practically unconscious, therefore
I do not know who was present. I only heard
voices."

"Of whom?"

"Of men talking."

"Could you not recognize them?"

"No," she answered in a low tone. "They
were dreamy voices, strange and weird—sound-
ing far off."

"What did they say?"

"I cannot tell. Only I recollect that I
was in a dream. I had a curious dream."

And again she hesitated. Her voice had sud-
denly fallen, so that I could scarcely make out
the sound of her last word.

A flash of indignant surprise passed across
her features, now pale as marble; her lips were
slightly parted; her large, full eyes were fixed
upon me steadfastly, and her fingers pressed
themselves into the palms.

"I don't understand you, Doctor," she said
at length, after a pause of the most awkward
duration. "Of course, I'm not married!"

"I regret if you take my words as an insinua-
tion," I said hastily. She was certainly not a
hypnotic subject, and although I had at one
time suspected that she had been hypnotized on
the day of our marriage, I had carefully in-
vestigated the theory, and dismissed it as im-
possible.

"It was a kind of dream," she declared. "In-
deed, I think that I was in a sort of delirium,
and imagined it all; for when I recovered com-
pletely I found myself here, in my own room,
with Nora at my side."

"And where were you when you were taken
ill?"

"In the house of a friend."

"May I not know the name?" I inquired.

"It is a name with which you are not
acquainted," she assured me. "The house at
which I was visiting was in Queen's Gate
Gardens."

"Queen's Gate Gardens! Then she was telling
the truth!"

"And you have no knowledge of how you
came to be back here, in your cousin's house?"

"None whatever. I tell you that I was
entirely unconscious."

"And you are certain that the symptoms on
that day were the same as those which we all
experienced last night? You felt frozen to
death?"

"Yes," she responded, lying back in her chair,
sighing rather wearily, and passing her hand
across her aching brow.

"There was a deep silence. We could hear the
throbbing of each other's hearts. At last she
looked up triumphantly, with an expression of
undissembled pain, saying:

"The truth is, Doctor, it was an absolute
mystery, just as were the events of last night—
a mystery which is driving me to desperation."

"It's not the mystery that troubles you,"
I said, in a low, earnest voice, "but the re-
collection of that dream marriage—is it not?"

"Exactly," she faltered. "Yes, you are
right. I cannot forget it, for it seemed so
very real. I recollect so vividly the words that
were spoken—the words of the marriage service
spoken by some unseen voice. I actually felt
the touch of an unseen hand when the ring was
placed upon my finger. I felt it there, round
and smooth. I even answered in response to
the clergyman, involuntarily, just as one does
in dreams, and then suddenly all became blank.
I awoke to find myself here, in this house, with-
out any ring upon my finger, and the whole
scene seemed but a fantastic wandering of my
imagination."

"You do not recollect the name announced
by the clergyman as that of your husband?"
I inquired eagerly.

"I heard it but once, and it was strange and
unnatural. The drawing voice stumbled over it
indistinctly, therefore I could not catch it."

She was in ignorance that she was my bride.
Her heart was beating loudly, the lace on her
bosom trembled as she slowly lifted her eyes to
mine. Could she love me?

A thought of young Chetwode struck me to
the quick. He was my rival, yet I was already
her husband.

"I have been foolish to tell you all this," she
said presently, with a nervous laugh. "It was
only a dream—a dream so vivid that I have
sometimes thought that it was the actual
truth."

Her speech was the softest murmur, and the
beautiful face, nearer to mine than it had been
before, was looking at me with beseeching ten-
derness. Then her head drooped, a martyr's pain
passed over her face. Her small hands sought
each other, as though they must hold some-
thing; the fingers clasped themselves; her head
drooped.

"I am glad you have told me," I said. "The
incident is certainly curious, judged in connec-
tion with the unusual phenomena of last night."

"Yes, but I ought not to have told you," she
said, slowly. "Nora will be very angry."

"Why?"

"Because she made me promise to tell
absolutely no one," she answered, with a faint
smile in her voice. There were less and less
in these words of hers.

"What motive had she in preserving your
secret?" I asked, surprised. "Surely she is
—"

My love interrupted me.

"No, do not let us discuss her motives or her
actions. She is my friend. Let us not talk of
the affair any more, I beg of you."

She was pale as death, and it seemed as
though a tremble ran through all her limbs.

"But am I not also your friend, Miss
Wynd?" I asked in deep seriousness.

"I hope you are."

Her voice was timid, troubled; but her sincere
liquid eyes again lifted themselves to mine.

"I assure you that I am," I declared. "If
you will but give me your permission I will
continue with Hooper to seek a solution of this
puzzling problem."

"What did you dream? The vagaries of the
brain sometimes give us a clue to the nature of
such seizures."

"I dreamed that I was wedded," she re-
sponded in a low, unnatural voice.

Next instant she seemed to realize what she
had said. With a start of terror, she drew her-
self away from me.

"Wedded! To whom?"

"I do not know," she replied with a queer
laugh. "Of course, it was a mere dream. I
saw no one."

"But you heard voices."

"They were so distorted as to be indistin-
guishable," she replied readily.

Those fine eyes that a few moments before
were so full of innocence and childlike purity
now seemed filled with suspicion. I could see
that she had told me more than she had intended.
The recollection of that dream-marriage was
vivid within her, although she had striven in
vain to rid herself of all thought of it. It was
the one mysterious incident uppermost in her
mind.

I paused uneasily for a second or two, but she
made no other answer to me, and I went on
speaking again.

"Are you absolutely certain that the mar-
riage was only a dream?" I asked, looking
her straight in the face.

"It is so uneasy," she said. "To me it sur-
passes belief."

"I admit that. At present to leave that
room is to invite death. We must, therefore,

GOING INSANE.

A. L. Biner, of Stoneridge, N. Y., says:—
I was for a long time troubled with sleeplessness
with intense neuralgic pains in the head, which
made me feel as though I was going insane.
The physician could do nothing for me. I
heard of some extraordinary cures effected by
Little's Oriental Balm, and resolved to give it a
trial. In five minutes after the first application,
I was entirely relieved from pain

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & SIG	DEPT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c, via PORTS OF CALL	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 10th Nov. at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 18th Nov.
LONDON VIA SUEZ CANAL	AXA	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT	AXA	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN/HAMBURG, via PORTS OF CALL	OSVENS	Ger. str.	—	H. Prager	MELCHERS & CO.	On or about 3rd Nov.
BREMEN/HAMBURG, via PORTS OF CALL	KOH	Ger. str.	—	H. Langreiter	NIPPON YUSEN KAISHA	On 2nd Nov. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. F. &c	SANUKI MARU	Jap. str.	—	W. Townsend	MELCHERS & CO.	On 5th Nov. at 1 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. F. &c	SYDNEY	Ger. str.	—	F. Le Sommer	NIPPON YUSEN KAISHA	On 16th Nov. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. F. &c	HAKATA MARU	Jap. str.	—	Schleske	CARLOWITZ & CO.	On 3rd Nov.
HAYRE & HAMBURG	SABIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On or about 22nd Nov.
HAYRE & HAMBURG	SUNIVA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 30th Dec.
HAYRE & HAMBURG	AMBERIA	Ger. str.	—	Janson	CARLOWITZ & CO.	On or about 30th Dec.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th Nov.
NEW YORK VIA SUEZ CANAL	WITTENBERG	Brit. str.	—	F. Gedy	DODWELL & CO. LIMITED	On 25th Nov.
NEW YORK	HILGOLAN	Brit. str.	—	O. P. Marshall, R.N.R.	McGREGOR, BROS. & CO.	On 21st Nov.
VANCOUVER, via SHANGHAI, &c	EMPERES OF INDIA	Brit. str.	—	W. Watt	CANADIAN PACIFIC RAILWAY CO.	On 24th Nov. at 4 p.m.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c	BRAMMAR	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On or about 30th inst.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c	RIJOUN MARU	Jap. str.	—	Kennedy	T. M. STEVENS & CO.	On 8th Nov. at Noon.
PORTLAND, OREGON via JAPAN	MONMOUTHSHIRE	Brit. str.	—	—	—	On 14th Nov. at Noon.
SAN FRANCISCO via AMOY, &c	NIPPON MARU	Jap. str.	—	—	—	On 20th Nov.
SAN FRANCISCO via AMOY, &c	CITY OF RIO DE JANEIRO	Amr. str.	—	—	—	On 24th Nov. at 4 p.m.
SAN FRANCISCO via AMOY, &c	COPTIC	Brit. str.	—	—	—	On 24th Nov.
AUSTRALIAN PORTS	CARLEIGH CITY	Brit. str.	—	—	—	On 14th Nov. at 4 p.m.
YOKOHAMA & KOBÉ	CHANGSHA	Brit. str.	—	—	—	On 14th Nov. at 4 p.m.
KOBÉ & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
KOBÉ & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
MOJI, KOBÉ & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
SWATOW, AMOY & TAMSUI	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
POOCHOW via SWATOW & AMOY	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
AMOI, SINGAPORE, SAMARANG & SOERABAYA	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
MANILA via AMOY	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
SINGAPORE, PENANG & BOMBAY	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.
BOMBAY, via SINGAPORE & COLOMBO	CHANGSHA	Brit. str.	—	—	—	On 14th Nov.

SHIPPING

ARRIVALS.
Oct. 29, CHUYEN, American steamer, 1,177. Jamieson, Canton 25th October, General—CHINESE.
Oct. 30, OLDENBURG, German steamer, 3,167. H. Prager, Yokohama 20th Oct., General—MELCHERS & CO.
Oct. 30, ARIAKE MARU, Japanese str., 2,138. T. Tsuchi, Kuchino 24th October, Coals—MITSUI BUSSAN KAISHA.
Oct. 30, EMPERES OF INDIA, British str., 3,003. O. P. Marshall, Vancouver 28th October and Shanghai 27th, Mails and General—C. P. R. Co.
Oct. 30, GLAMORGANSHIRE, British str., 2,828. D. Davies, London 1st September, General—SHEWAN, TOMES & CO.
Oct. 30, LIZARD, British gunboat, 715. J. C. Watson, Foochow 27th October.
Oct. 30, CHOWTAT, German str., 1,115. J. A. Morris, Bangkok 22nd Oct., General—BUTTERFIELD & SWIRE.
Oct. 30, MENLAUS, British str., 3,006. Towell, Liverpool 15th Sept. and Singapore 23rd Oct., General—BUTTERFIELD & SWIRE.
Oct. 30, MILOS, German str., 1,500. Hermann, Hong Kong 27th Oct., Coal—EAST ASIATIC TRADING CO.
Oct. 30, SIERA MIRANDA, British ship, 1,740. A. McMaster, Cardiff 22nd June, Coal—ORDER.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
30th OCTOBER.
Queen Margaret, British bark, for Tacoma.
Chiyen, Amr. str., for Shanghai.
Jacob Diederichsen, German str., for Haiphong.
Halibong, British str., for Haiphong.

DEPARTURES

Oct. 30, SUMATRA, Brit. transport, for Bombay.
Oct. 30, HOLSTEIN, German str., for Saigon.
Oct. 30, HOIHAO, French str., for Haiphong.
Oct. 30, HAICHING, British str., for Swatow.
Oct. 30, ANTONOR, British str., for Kiochow.
Oct. 30, NAGASAKI, Russian str., for Port Arthur.
Oct. 30, CHUYEN, Amr. str., for Shanghai.
Oct. 30, JACOB DIEDERICHSEN, German str., for Haiphong.
Oct. 30, HALIBONG, British str., for Haiphong.
Oct. 30, NAWAR, British transport, for Rangoon.
Oct. 30, OTTEN, British torpedo-boat, for Taipei.

VESSELS IN DOCK

ABERDEEN DOCK.—Toppalant.
KOWLOON DOCK.—U.S.S. Monterey, Don Juan de Austria, Adamant, Chingta, Belgian King, Shantung, H.M.S. Janus, Heungshan, St. Andrew.
COSMOPOLITAN DOCK.—Stafield, Changsha.

SHIPPING REPORTS

The British steamer Glamorganshire, from London 1st Sept. and Singapore 23rd Oct., had fine weather and light moon.
The German steamer Choyeta, from Bangkok 22nd Oct., had fine, clear weather, light N.E. wind and smooth sea to Pulo Ohi, from Pulo Ohi to Padaran fresh monsoon with heavy rain-showers, moderate sea and high N.E. swell, from Padaran to port fine and clear weather, moderate breeze, passing clouds and moderate sea, N.E. swell.

NOT RESPONSIBLE FOR DEBTS

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
STATE OF MAINE, American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH

FOR PORTLAND (OREGON) VIA JAPAN.

(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).

THE A.1 Steamship

"MONMOUTHSHIRE,"

Captain Kennedy, will be despatched on or about the 30th inst.

For Freight and Passage, apply to T. M. STEVENS & CO., Agents.

Hongkong, 26th October, 1900. [2570]

PASSAGE

THE Steamship

"MONMOUTHSHIRE,"

10 A.I. sailing FOR PORTLAND (OREGON) about the 30th inst. has room for a few First Class Passengers at reduced rates.

Bookings for Interior Points and Europe. Stewards and Surgeon carried.

Apply to T. M. STEVENS & CO., 4, Duddell Street.

Hongkong, 26th October, 1900. [2569]

VESSELS ON THE BERTH

SHIRE LINE.

FOR NAGASAKI, KOBÉ AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE,"

Captain Davies, will be despatched for the above ports on or about THURSDAY, the 1st November, 1900.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 24th October, 1900. [2732]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on FRIDAY, the 2nd November, at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 30th October, 1900. [2770]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Geo. T. Blaxland, will be despatched as above on FRIDAY, the 2nd November, at 5 p.m.

This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 30th October, 1900. [2757]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"

OF THE NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outward German Mail about the 2nd November, will leave for the above places about 24 hours after arrival.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 30th October, 1900. [8]

NORDDEUTSCHER LLOYD.

FOR NAGASAKI AND WLA DIVOS-TOCK.

THE German Steamship

"DAPHNE,"

Captain Nissen, will be despatched for the above ports on SATURDAY, the 3rd November, at 5 p.m.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 23rd October, 1900. [2723]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Quail, will be despatched as above on SATURDAY, the 3rd November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th October, 1900. [2647]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"ANNAM,"

Captain Poydenot, will be despatched for the above ports on or about SUNDAY, the 4th November.

For Freight or Passage, apply to G. DE GRAMPEAUX, Agent.

Hongkong, 30th October, 1900. [2]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c	{ BOMBAY } { G.M. Montford, R.N.R. }	{ About 1st Nov. }	Freight or Passage.
LONDON, &c	{ CHUSAN } { C.D. Bennett, R.N.R. }	{ Noon, 10th Nov. }	See Special Advertisement.
SHANGHAI, &c	{ SOERABAYA } { L.M. Wilmer, R.N.R. }	{ About 10th Nov. }	Freight or Passage.

For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 29th October, 1900. [1]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE.) (FREIGHT SERVICE.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
* SARNIA	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ On 3rd Nov. } Freight and Passage.
Capt. Schleske	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ November. } Freight.
SUEVIA	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ About 22nd Nov. } Freight.
Capt. Förok	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ November. } Freight.
AMBERIA	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ About 6th Dec. } Freight.
Capt. A. Wagner	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ December. } Freight.
ARAGONIA	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ About 20th Dec. } Freight.
Capt. Janson	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ December. } Freight.
WITTENBERG	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ About 30th Dec. } Freight.
Capt. Hempel	{ HAYRE & HAMBURG } { (London with transshipment in Hamburg) }	{ December. } Freight.

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 11th October, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

"EMPERES OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov. 1900
"EMPERES OF JAPAN"....Comdr. H. Pylus, R.N.R. WEDNESDAY, 19th Dec. 1900
"EMPERES OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c, apply to
D. E. BROWN, General Agent,
Pellanc Street.

Hongkong, 28th October, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901.

ON WEDNESDAY, the 31st day of October, 1900, at NOON, the Steamship "OLDENBURG" of the Norddeutscher Lloyd, Captain H. Prager, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 29th October. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOCHERS & CO.,
AGENTS.

Hongkong, 18th October, 1900. [8]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SANUKI MARU	{ MARSEILLES, LONDON, and } { ANTWERP, via SINGAPORE, } { PENANG, COLOMBO & PORT } { SAID } { FRIDAY, 2nd Nov. at } { DAYLIGHT } W. Townsend	
HIROSHIMA MARU	{ MOJI, KOBÉ and YOKOHAMA } { DAYLIGHT } S. Yoshizawa	SUNDAY, 4th Nov. at DAYLIGHT.
KAMAKURA MARU	{ KOBÉ and YOKOHAMA } { DAYLIGHT } H. Petersen	FRIDAY, 9th Nov. at DAYLIGHT.
KAGOSHIMA MARU	{ BOMBAY, via SINGAPORE and } { COLOMBO } { MARSEILLES, LONDON, and } { ANTWERP, via SINGAPORE, } { PENANG, COLOMBO & PORT } { SAID } R. Nunome	WEDNESDAY, 14th Nov. at NOON.
HAKATA MARU	{ SYDNEY and MELBOURNE, via } { MANILA, THURSDAY ISLAND, } { TOWNVILLE and BRISBANE } { VICTORIA, B.C., and SEATTLE } { U.S.A. via SHANGHAI, MOJI, } { KOBÉ and YOKOHAMA } F. L. Sommer	FRIDAY, 23rd Nov. at 4 P.M.
KASUGA MARU	{ SYDNEY and MELBOURNE, via } { MANILA, THURSDAY ISLAND, } { TOWNVILLE and BRISBANE } { VICTORIA, B.C., and SEATTLE } { U.S.A. via SHANGHAI, MOJI, } { KOBÉ and YOKOHAMA } E. W. Haswell	SATURDAY, 24th Nov. at 4 P.M.
RIJOUN MARU	{ U.S.A. via SHANGHAI, MOJI, } { KOBÉ and YOKOHAMA } J. W. Ekstrand	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Oct. 31, 1900, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

THE Twin-Screw Steamship
"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 31st October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 30th October, 1900. [5]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"TAMSUI MARU" Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 4th November, at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 29th October, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, AND MEDITERRANEAN AND CANAL SEA PORTS. LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th November, 1900, at 1 P.M. the Company's Steamship "SYDNEY," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Armand Belin*, which vessel takes on her Passengers and Mails leaving that port on the 17th November direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.
G. de CHAMPEAUX, Agent.
Hongkong, 23rd October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship
"CHINGTU" Captain Williams, will be despatched as above on SATURDAY, the 10th November.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th October, 1900. [2735]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW, SWATOW AND AMOY.

THE Company's Steamship
"AKASHI MARU" Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 25th October, 1900. [2824]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 15th October, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov. 8.00 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MCUL KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [14]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "HILGLEN" will be despatched for the above port on or about the 20th November, 1900.
For Freight or Passage, apply to DODWELL & CO., LD., Agents.
Hongkong, 25th October, 1900. [2410]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship
"CHANGSHA" Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA" Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th October, 1900. [2586]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, Port Moresby, Port Moresby, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"EASTERN" Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is fitted throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 29th October, 1900. [2769]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at Noon.
GABIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 24th October, 1900. [4]

GLEN LINE OF STEAMERS.

FOR NEW YORK

THE Company's Steamship

"GLENHARRY" Captain F. Gedy, will be despatched for the above port on or about the 20th November, 1900.
For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.
Hongkong, 28th October, 1900. [2746]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, SINGAPORE, AND AMERICAN PORTS.
THE Company's Steamship
"CHUSAN" Captain C. D. Bennett, R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 10th November, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 29th October, 1900. [1]

NOTICES TO CONSIGNEES

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK.

THE Steamship
"INDRAPURA" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 3rd November, at Noon, will be subject to rent. No Fire Insurance will be effected.
Consignees are requested to present all claims for damages and/or shortages not later than the 6th November, otherwise they will not be recognized.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.
Hongkong, 27th October, 1900. [2759]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From London, Aden, &c. *Britannia* and *Oriental*.
From Persian Gulf, *Arabia*, *Sindh* and *Assyria*.
From Aden, *Arabia*, *Sindh* and *Assyria*.
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.
Goods not cleared by the 4th proximo, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
A. M. MARSHALL, Acting Superintendent.
Hongkong, 29th October, 1900. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:
From Constantinople, *ex s.s. Khedivial Line* of Steamers.
Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-MORROW.
Goods not cleared by the 4th proximo, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
A. M. MARSHALL, Acting Superintendent.
Hongkong, 23rd October, 1900. [1]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM GLASGOW AND BIRKENHEAD.

THE Company's Steamship
"CHINGWO" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 31st instant, at Noon, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized unless instructions are given to the contrary before 2 P.M. TO-DAY.
JARDINE, MATHESON & CO., Agents.
Hongkong, 24th October, 1900. [2734]

INTIMATIONS.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:
Loaded with With Powder Powder only, and 1 oz. of Shot.
Primrose Cases ... \$5.65 87.40
Pegamoid Cases ... 6.25 8.00
Ejector Brass Cases 6.90 8.65
5 per cent. discount on orders of 1,000 and over.
Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong. [187]
Hongkong, 27th July, 1897.

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

GENERAL EXPORTERS.
We beg to inform the Ladies and Gentlemen of this Colony that we commenced business on the 11th April, 1900, and we solicit their kind patronage.
Nos. 1 & 3, D'AGUILAR STREET, Behind Hongkong Dispensary, Hongkong, 5th April, 1900. [2581]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO., STEAM WATER BOAT COMPANY
Hongkong, 9th October, 1895. [71]

QUAN WAH & CO.,

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [2568]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS, No. 11, LEE YUEN STREET, EAST. Hongkong, 25th July, 1900. [2074]

CABBOLINEUM-AMENARIUS

USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [93]

DAVID CORSAIR & SON'S

MERCHANT NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNOLD, KARBURG & CO. Sole Agents.

AMERICAN SYSTEM OF DENTISTRY

AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF FOOTE & NOBLE). Hongkong, 15th September, 1899. [2419]

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRATA CENTRAL. Head Office—TOKIO.
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENTS: Milke Coal Mines, Kanabai Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Onohara Coal Mines, No. 1, Ohtani Coal Mines, Ichimura Coal Mines, Kishimura Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manabai Coal Mines.
The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Milke Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills, MITSUI BUSSAN KAISHA, M. FUJISE, Manager.
Hongkong, 19th August, 1899. [27]

ARGUS DE LA PRESSE.

FOUNDED IN 1897.
POUR être sûr de ne pas laisser échapper un journal qui l'aurait nommé, il était abonné à l'Argus de la Presse, "qui lit, découpe, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."
Hector MALOT (*Zola*, p. 70 et 323)
L'Argus de la Presse fournit aux artistes, littérateurs, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.
L'Argus de la Presse est le collaborateur indiqué de tous ceux qui préparent un ouvrage, étudient une question, s'occupent de statistique, &c., &c.
S'adresser aux bureaux de l'Argus, 14, rue Drouot, Paris.—Téléphone.
L'ARGUS LIT 5,000 JOURNAUX PAR JOUR. [398]

THE CHRONICLE AND DIRECTORY

FOR CHINA, JAPAN, CORSEA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.
FOR 1900
THE THIRTY-EIGHTH ANNUAL ISSUE.

BUSINESS NOTICES.

藥館芝廣

KWONG CHI KOON DISPENSARY.

街欄樂城省東廣
CHEONG LAN STREET, CANTON.
子甲大歲年參份同博大
創開年四拾陸百捌仟壹英大
ESTABLISHED 1864.
認爲祥吉意如



DISPENSARY.
CHEONG LAN STREET, CANTON.
ESTABLISHED 1864.

油意如 UNRIVALLED U I YAU or "AS YOU WISH OIL." Prices at \$1.00 per bottle. 0.50 per bottle. 0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army Medical Powder," 50 cents per bottle.

散跌跌 TIT TA SAN, or "Falling and Bruising Medical Powder." Price at 50 cents per bottle. Made from the best selected medicines to be used for the above Oil and Powder.

散及油造製油藥好選揀

KWONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U Yau King, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main chance. He has many testimonials as to the efficiency of his medicines from officials, scholars and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to foreign countries, giving people of western lands the benefit of his medicines.

He has submitted to me the formulas of some of his preparations for examination, giving full explanation as to the medicinal qualities of the ingredients. I have found the Tung Kwan San

MAILS WILL CLOSE.

TUESDAY, 30th October.

OPIUM.

VESSELS EXPECTED.

The N. G. I. steamer *Biagno* left Singa
for this port on Monday, 29th inst., and was
expected here on or about the 5th Novembe

MISCELLANEOUS.						
Mr.	Green Island Cement Co.	50,000	\$10	\$10	10 p. c. for 19 cna. Capt.	\$19, sellers
Mr.	China Borneo Co., Ltd.	7,000	\$20	\$15	None	\$31.
Mr.	A. S. Watson & Co., Ltd.	30,000	\$10	\$10	Final of 6 p. cta. mak- ing 11 p. cta. for '99	\$10, sellers
and					10 cents per share.	\$10, buyers
Mrs.	Hongkong Electric Co., Ltd.	30,000	\$10	\$2	7 cents per share.	\$2, sellers
from	Hongkong and China Gas Company, Limited.	7,000	\$10	\$10	6 p. cta. for 1898	\$118, buyers
Mr.	Wangkong Sape M'fg. Co.	10,000	\$30	\$10	10 p. cta. for 1898	\$32, sellers
W. H.	Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 per cent. for 1899	\$32, sellers
and	Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. s. on act. 1900	\$170, buyers
Mr.	Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30-11-99	\$170.
Mr.	Dairy Farm Co., Ltd.	10,000	\$71	\$8	8 p. cta. for year ended 31-12-98	\$81.
Mr.	Carmichael & Co., Ltd.	2,000	\$25	\$20	\$15 for year ended 31-12-98	\$28.
Mr.	H. K. & China Bakery Co., Ltd.	600	\$30	\$30	10 per cent. for 1898	\$50.
Mr.	Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 per cent. for 1898	\$14.
Mr.	H. H. Asbestos Co., Ltd.	10,000	\$1	\$1	75c. per share for year ended 31-12-98	\$3, sellers
Mr.	United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	\$29	\$3, sellers
Mr.	Tobacco Planting Co., Ltd.	20,000	\$5	\$5	None	\$10, sellers
Mr.	China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	50 cents for par ending 31-12-93	\$10, sellers
Mr.	Wachina, Limited	50,000	\$10	\$10	8 per cent. for 1899.	\$51, buyers
Mr.	Universal Trading Co.	50,000	\$20	\$5	None	
CLEAN COMPANIES						
Mr.	Alumina, Limited	200	\$500	\$500	25 p. cta. for year end 30-10-98	\$1,500
Mr.	La Commercial, Limited	280	\$500	\$300	Int. of 10 p. cta. for 1899	\$1,000

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THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE,
Manager.

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NOT SWEETENED.

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Hongkong, 1, III February, 1966.

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